maximum period not exceeding 30 years (including construction period) after which the facility will revert back to Port free of cost.

(vi) The tariff for the electricity sold to the Port would be fixed by the Port trust in terms of the tender. It should in any case not be more than the State Electricity Board tariff applicable to the Port.

(vii) The Port may charge an upfront fee and lease rent for the land for the Captive Power Plant at market rates. The basis of financial evaluation will be the lowest tariff quoted for sale of electricity to the Port.

(viii) Environmental Clearance and other statutory clearances will be obtained by the Port Trust.

(ix) The electricity requirement of the Port should be fully met and thereafter the entrepreneur may be permitted to sell its surplus power.

(x) Specified level of supply of power to the Port will be maintained by the BOT developer, failing which penalties should be imposed.

(d) Port would make feasibility studies for the power projects as per requirement and future tenders would be based on the above guidelines.

Four-Lane Highway from Mangalore to Mumbai

528. SHRI JANARDHANA POOJARY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have a proposal under consideration to widen the existing highway to four-lane from Mangalore to Mumbai and from Mangalore to Bangalore, if so, the details thereof;

(b) by when the work in this regard is likely to start; and

(c) by when it is likely to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) The proposal for four laning of Mangalore-Mumbai and Mangalore-Bangalore sections of National Highway would be considered depending on traffic volume *inter-se* priority and overall availability of resources during the Ninth Plan.

(b) and (c) As the Ninth Five Year Plan is yet to be decided, it is too early to give details.

Subsidy for Ship Building Yard

529. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to subsidise the ship building yards in the country; and

(b) if so, the reasons therefor and the extent to which the subsidy is proposed to be given?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) and (b) The Shipbuilding industry all over the world is being supported by their respective governments, with the result that Indian Shipyards manufacturing ocean-going ships are unable to compete with the foreign shipyards. In order to have a level playing field, there is a need to subsidise construction of ocean-going ships by the Indian shipyards in the country. Till September, 1995 Indian Public Sector Shipyards were provided subsidy to the extent of 30% (20% payable by the Government and 10% by the shipowner). The extension of the subsidy scheme is under consideration of the Government.

Development of National Highways

530. SH. SATISH AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the target fixed for the development of National Highways